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**F/YR23/0106/O**

**Applicant: Elm United Charities**

**Agent : Mr John Maxey  
Maxey Grounds**

**Land South East Of Aberfield, Well End, Friday Bridge, Cambridgeshire**

**Erect up to 6 x dwellings and the formation of a new access (outline application with all matters reserved)**

**Officer recommendation: Grant**

**Reason for committee: Parish Council comments and number of representations contrary to Officer recommendation**

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## **1. EXECUTIVE SUMMARY**

- 1.1. This application is to erect 6 dwellings and the formation of a new access (outline application with all matters reserved) on Land South East Of Aberfield, Well End, Friday Bridge, Cambridgeshire .
- 1.2. The proposed development would be constructed on the northern side of Well End, on the curve of the road. The proposals indicate two private driveways which both access three properties each, taken from a central access to the remaining agricultural land through the middle of the development. All matters are reserved, therefore access is still indicative at this stage.
- 1.3. Within policy LP12 – Rural Areas Development Policy; the site is within the existing development footprint of the village, the proposal is of a scale and in a location that is in keeping with the core shape and form of the settlement, therefore it is not considered that the development will adversely harm Friday Bridge’s character or appearance.
- 1.4 The site forms a gap in the existing frontage, therefore conforming to the core shape of the settlement, with dwellings either side of the proposed site. Furthermore, the site has been allocated within the draft emerging Local Plan (allocation LP54.03).
- 1.5 The recommendation is therefore to grant this application.

## **2. SITE DESCRIPTION**

- 2.1. The application site is located on the northern side of Well End, Friday Bridge. The current use of the site is for agriculture, with the current access to the field being taken off Well End. The site is approximately 0.47 hectares in size.
- 2.2. The northern-eastern edge of the application site is bordered by open countryside, with the north-western and south-eastern edge bordering onto neighbouring dwellings. To the south-west the site fronts onto Well End, opposite an established line of dwellings.

2.3. The site is all located within flood zone 1.

### **3. PROPOSAL**

- 3.1. The is for a maximum of 6no. two-storey detached dwellings, each of approximately 114m<sup>2</sup> footprint with private drives and off-road parking for each.
- 3.2. As shown on the Indicative Block Plan it is proposed that a central roadway will provide access to the land at the rear and the plots would be accessed via private roadways off this central access. A footway is indicated across the extent of the site frontage.
- 3.3. Full plans and associated documents for this application can be found at: [F/YR23/0106/O | Erect up to 6 x dwellings and the formation of a new access \(outline application with all matters reserved\) | Land South East Of Aberfield Well End Friday Bridge Cambridgeshire \(fenland.gov.uk\)](https://fenland.gov.uk/F/YR23/0106/O)

### **4. SITE PLANNING HISTORY**

4.1. There are no previous planning applications on this site.

### **5. CONSULTATIONS**

#### **5.1 Elm Parish Council**

*On behalf of Elm Parish Council I have been requested to raise objection to outline planning application ref. F/YR23/0106/O on the following grounds;*

*Access to the proposed development site is located on a notoriously hazardous bend; vehicles regularly travel at speeds in excess of the 30mph speed limit and the route is a main thoroughfare for large agricultural machinery. The danger associated with entering and accessing the proposed site presents an unacceptable impact on highway safety and is therefore contrary to National Planning Policy Framework (NPPF) par. 110(b) and par. 111.*

*It is understood that Friday Bridge School is already oversubscribed as is the case with other schools in the area, this needs to be considered in accordance with NPPF par. 95.*

*The current street scene is a mixture of bungalows and houses, the proposals do not fit in with the architectural style of local surroundings, contrary to Policy LP7 Part A(b) in the Emerging Local Plan. The existing open view; typical of Fen landscape would also be destroyed, contrary to Policy LP7 Part A(c) in the Emerging Local Plan.*

*It has been reported that bats are present at the location; this requires thorough investigation.*

#### **5.2 Highways**

*The revisions address my comments and I don't object. My recommended conditions are outlined below:*

*Conditions*

*Construction Facilities: Prior to the commencement of the development hereby approved adequate temporary facilities area (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.*

*Highway Drainage: The approved access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.*

*Gates/Enclosure/Access Restriction: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.*

*Visibility Splays: Prior to commencement of the use/or first occupation of the development hereby approved, visibility splays shall be provided on both sides of the new vehicular access and shall be maintained free from any obstruction over a height of 600 mm within an area of 2.4m metres x 43m metres measured along respectively the edge of the carriageway.*

*Wheel Wash Facilities: Development shall not commence until fully operational wheel cleaning equipment has been installed within the site. All vehicles leaving the site shall pass through the wheel cleaning equipment which shall be sited to ensure that vehicles are able to leave the site and enter the public highway in a clean condition and free of debris which could fall onto the public highway. The wheel cleaning equipment shall be retained on site in full working order for the duration of the development.*

*Off-Site Highway Works: No development shall take place until details of works to Well End (construction of a footway along the site frontage) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied/brought into use until all of the works have been completed in accordance with the approved details.*

*Reason: In the interest of highways safety*

### **5.3 Archaeology**

*The proposed development is situated to the north of Well End, Friday Bridge itself to the south of Wisbech.*

*The village lies on a major Rodden network; roddens being ancient silted river channels that form raised areas in the fen which have been heavily exploited in the part particularly in pre drainage times. To the south east of the proposed development is a network of cropmarks indicating past field systems and potential settlement activity (Cambridgeshire Historic Environment Record ref 09707). There are also a large number of circular features possibly representing settlement activity or possible Medieval and post Medieval Haystack features (CHER 09712, 09711, MCB31489, MCB31490). Needham Hall situated to the south east is located on the 1st edition Ordnance Survey map in 1885 and*

*includes extensive gardens still seen through earthworks (CHER MCB29156, 12071).*

*To the south west cropmarks indicate a possible prehistoric settlement and associated double ditched trackway (CHER MCB29241, 10542). A number of findspots surrounding the development area indicate the presence of Roman and medieval activity in the area (CHER 03940, 04249, 03895). Archaeological evaluations to the west of the proposed development at Maltmas Drove found evidence of medieval field system (CHER ECB637).*

*Whilst we do not object to development from proceeding in this location, we consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition, such as the example condition approved by DCLG.*

#### *Archaeology Condition*

*No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:*

- a) the statement of significance and research objectives;*
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;*
- c) The timetable for the field investigation as part of the development programme;*
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.*

*REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019).*

#### *Informatives:*

*Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.*

## **5.4 Local Residents/Interested Parties**

### **Objectors**

22 letters of objection have been received, predominantly from residents of Well End. The reasons for objecting to the scheme are as follows:

- Highways/Parking arrangements
- Agricultural land
- Density/Over development
- Devaluing property

- Drainage
- Environmental Concerns
- Local services/schools
- Loss of view/Outlook
- Noise
- Out of character/not in keep with area
- Overlooking/loss of privacy/loss of light
- Proximity to property
- Visual Impact
- Waste/Litter
- Wildlife Concerns

## **6. STATUTORY DUTY**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).

## **7. POLICY FRAMEWORK**

### **National Planning Policy Framework (NPPF)**

### **National Planning Practice Guidance (NPPG)**

### **National Design Guide 2021**

Context

Identity

Built Form

Nature

### **Fenland Local Plan 2014**

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP12 – Rural Areas Development Policy

LP13 – Supporting and Managing the Impact of a Growing District

LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland

LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

LP19 – The Natural Environment

### **Emerging Local Plan**

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy  
LP2: Spatial Strategy for the location of residential development  
LP4: Securing Fenland's Future  
LP7: Design  
LP8: Amenity Provision  
LP18: Development in the Countryside  
LP19: Strategic Infrastructure  
LP22: Parking Provision  
LP24: Natural Environment  
LP28: Landscape  
LP32: Flood and Water Management

## **8. KEY ISSUES**

- **Principle of Development**
- **Character and visual amenity**
- **Highways concerns**

## **9. ASSESSMENT**

### **Principle of Development**

- 9.1. Policy LP3 of the Fenland Local Plan denotes Friday Bridge as a limited growth village. For these settlements a small amount of development and new service provision will be encouraged and permitted in order to support their continued sustainability, but less than would be appropriate in a Growth Village. Such development may be appropriate as a small village extension.
- 9.2. The application site is bounded to the north-west and south-east by existing dwellings and there are is a line of existing dwellings to the south of the site on the opposite side of the road. It is therefore considered that the site is located within the built form of the settlement and that the principle of development of this site broadly conforms with Policy LP3 and LP12 of the Local Plan. Furthermore, the site has been allocated within the draft emerging Local Plan (allocation LP54.03), at the present stage of the draft emerging local plan, it is given limited weight in the decision making for this development, but should be mentioned.
- 9.3. Policy LP16 supports the principle of development subject to the significance of, and the likely impact on, the amenity of neighbouring properties and users in its design and appearance. Policy LP2 seeks to ensure that development does not result in harm to the amenity of the area or the environment in general. Highway safety is considered under Policy LP15 and flood risk must also be considered in accordance with Policy LP14. The principle of the development is therefore acceptable subject to the policy considerations set out below.

### **Character and visual amenity**

- 9.4 It should be noted that this application is purely for outline consent with all matters reserved, therefore there is limited information to comment on regarding design of the dwellings and the form and appearance that the development might take in due course is not for consideration.

- 9.5 The nature of the local area is largely residential, with residential dwellings located on both sides of Well End. There is no distinctive character of the local area in terms of design of dwellings, with Well End benefitting from a complete mix of styles ranging from bungalows, semi-detached dwellings to larger detached properties. The individual plots for this development are adequately sized, allowing for each plot to have a good sized rear garden and two off road parking spaces.
- 9.6 The site currently forms a gap in development within the ribbon development of Well End, and will impact the character of the area, however not in a harmful manner. The gap is a logical location for development as it respects the core shape of the settlement, would not result in the merging of two settlements and is not isolated from built form. The site is also allocated in the emerging local plan, which although is given limited weight at this stage, does confirm that the site is suitable in its location and infill of the gap in the street scene. It should be noted that the site plan at this stage is indicative, and the height of the development has not been stated. The gap will be a visual loss to the street scene, but on balance is a suitable place for development.
- 9.7 Whilst visual amenity at this stage cannot be specifically addressed, the application assumes the construction of up to 6 detached dwellings with all being served off private drives leading onto one access point from Well End. However, it would only be possible to specifically assess the visual impact of the overall development when the details of each plot submission are made at the subsequent reserved matters stage if outline permission was granted.

### **Highways**

- 9.8 The Parish Council and local residents have expressed concerns regarding the access arrangements to the proposed site, as well as the development being located on the bend of Well End.
- 9.9 The Highway Authority initially had concerns regarding the access shape and ability to have two vehicles pass each other, whilst also raising issues with the location of the private drives being too close to the access. The applicant has made changes to the plans to illustrate a 5.5m wide access roadway with 6m radii, 5m wide private drives set 11m back from existing carriageway. The Highway Authority has confirmed these changes are acceptable and has no other objections to the scheme.
- 9.10 A footway is indicated across the extent of the frontage of the site and adjoining the existing footway to the east. A condition would be required to secure the delivery of this. The Highway Authority also recommend a condition requiring wheel wash facilities to serve the development. Given the scale of the development and the existence of other powers to other bodies in respect of deposits on the highway it is not considered reasonable to require such facilities in this scenario.
- 9.11 Therefore, the proposed development is considered acceptable in relation to LP15 of the Fenland Local Plan.

### **Other issues**

- 9.12 A number of issues have been raised by neighbouring residents, many of which have been assessed elsewhere in the report. However, of the other issues raised by objectors, in terms of noise from the site impacting the local community, there are requirements for building work to take place during certain times only and this would not be a reason to refuse planning permission.

9.13 Homeowners do not have a right to the view from their property, therefore although the development will be seen from neighbouring residential dwellings, there is limited weight given to this in the eyes of planning. There will be a degree of visual impact from the development on neighbouring residential, specifically the residents who are directly facing the proposed development, but on balance this impact would be limited when debating the benefits of this development.

## 10 CONCLUSIONS

10.1 The application is made in outline, with all matters reserved for later approval and therefore any details submitted alongside the proposals are indicative only.

10.2 Although the Local Planning Authority must satisfy itself that a development of the number of units proposed can be satisfactorily accommodated within the site, the detailed design of such a scheme is reserved for later consideration.

10.3 The application has demonstrated that an appropriate access to the site could be provided. The details also indicate that subject to careful design and layout of the proposal to protect amenities of the surrounding properties there is no evidence to suggest that the level of development proposed could not be satisfactorily accommodated on the land.

## 11 RECOMMENDATION

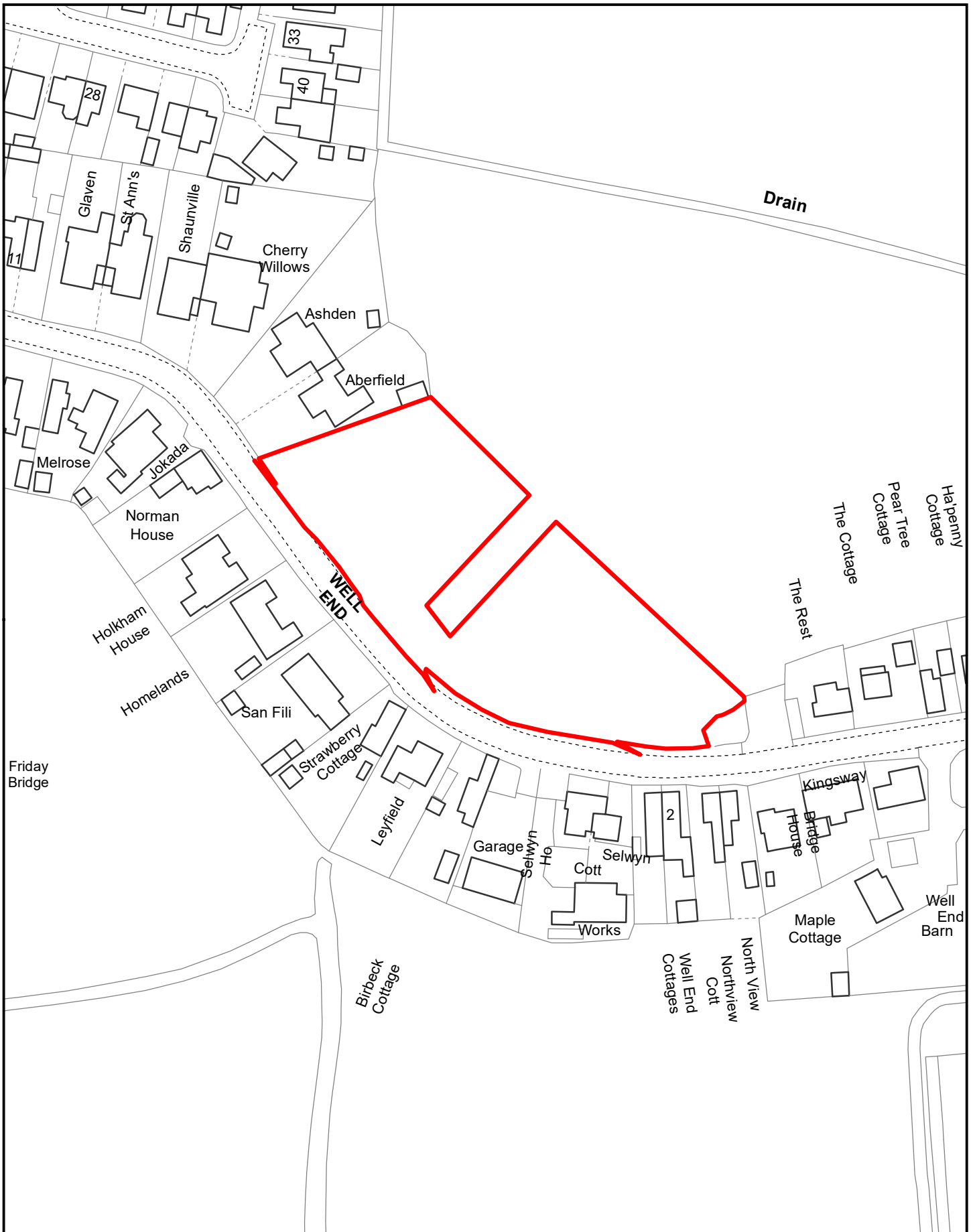
**Grant;** subject to the following conditions:

1	<p>Approval of the details of:</p> <ul style="list-style-type: none"> <li>i. the layout of the site</li> <li>ii. the scale of the building(s);</li> <li>iii. the external appearance of the building(s);</li> <li>iv. the means of access thereto;</li> <li>v. the landscaping</li> </ul> <p>(hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority prior to the commencement of development.</p> <p>Reason - To enable the Local Planning Authority to control the details of the development hereby permitted.</p>
2	<p>Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>
3	<p>The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.</p> <p>Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>



4	<p>No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> <li>a) the statement of significance and research objectives;</li> <li>b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;</li> <li>c) The timetable for the field investigation as part of the development programme;</li> <li>d) The programme and timetable for the analysis, publication &amp; dissemination, and deposition of resulting material and digital archives.</li> </ul> <p>REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019).</p>
5	<p>Prior to the commencement of the development hereby approved a temporary facilities area (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.</p> <p>Reason: In the interest of highways safety</p>
6	<p>The approved access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.</p> <p>Reason: In the interest of highways safety</p>
7	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.</p> <p>Reason: In the interest of highways safety</p>
8	<p>Prior to commencement of the use/or first occupation of the development hereby approved, visibility splays shall be provided on both sides of the new vehicular access and shall be maintained free from any obstruction over a height of 600 mm within an area of 2.4m metres x 43m metres measured along respectively the edge of the carriageway.</p> <p>Reason: In the interests of highways safety</p>

9	<p>No development shall take place until details of works to provide a footway across the frontage of the application site have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied/brought into use until all of the works have been completed in accordance with the approved details.</p> <p>Reason: In the interests of highways safety</p>
10	<p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents.</p>



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